

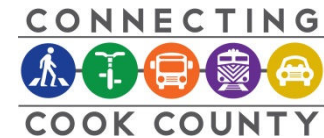
# ***Connecting Cook County***

## ***2040 Long Range Transportation Plan***

***CMAP Transportation Committee***  
***November 14, 2014***



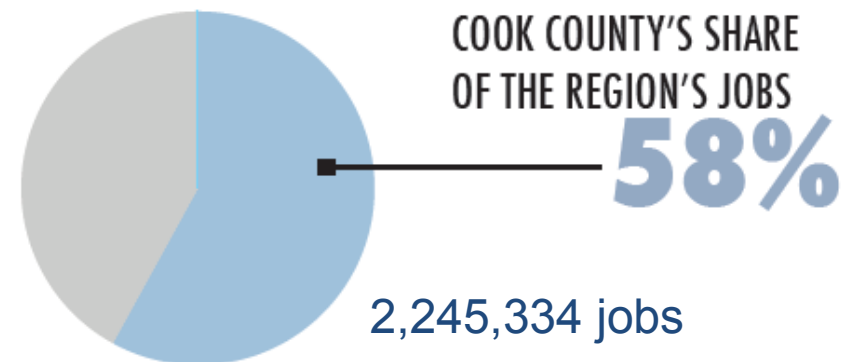
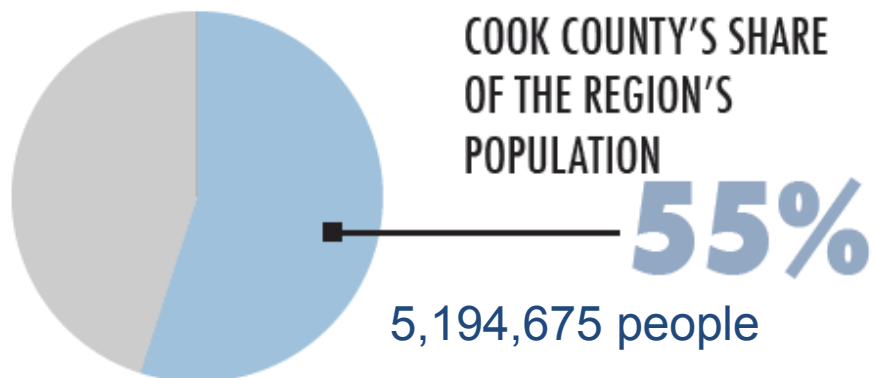
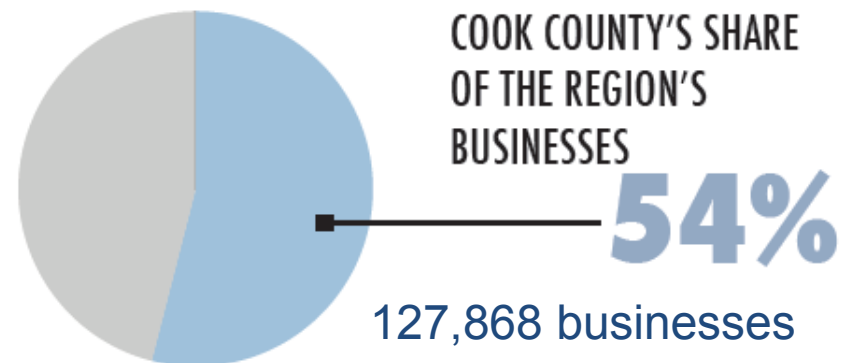
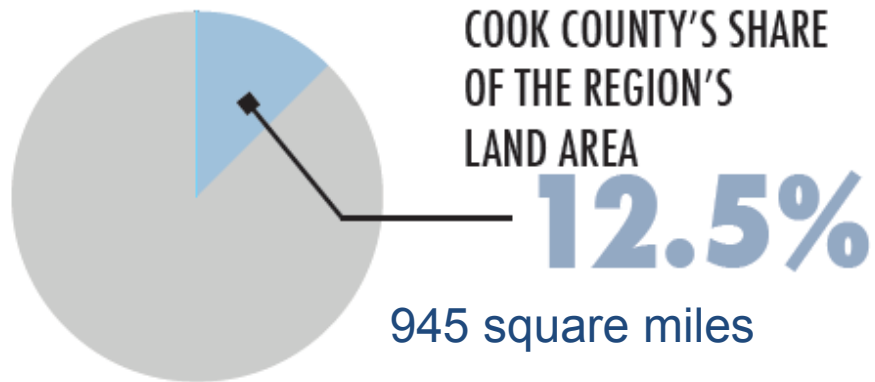
Honorable Toni Preckwinkle, President  
Cook County Board of Commissioners



# Meeting Agenda

- Welcome and Project Background
- Why Embark on this Plan?
- Strategic Direction
  - Vision statement
  - Draft goals and objectives
- Scenario Development

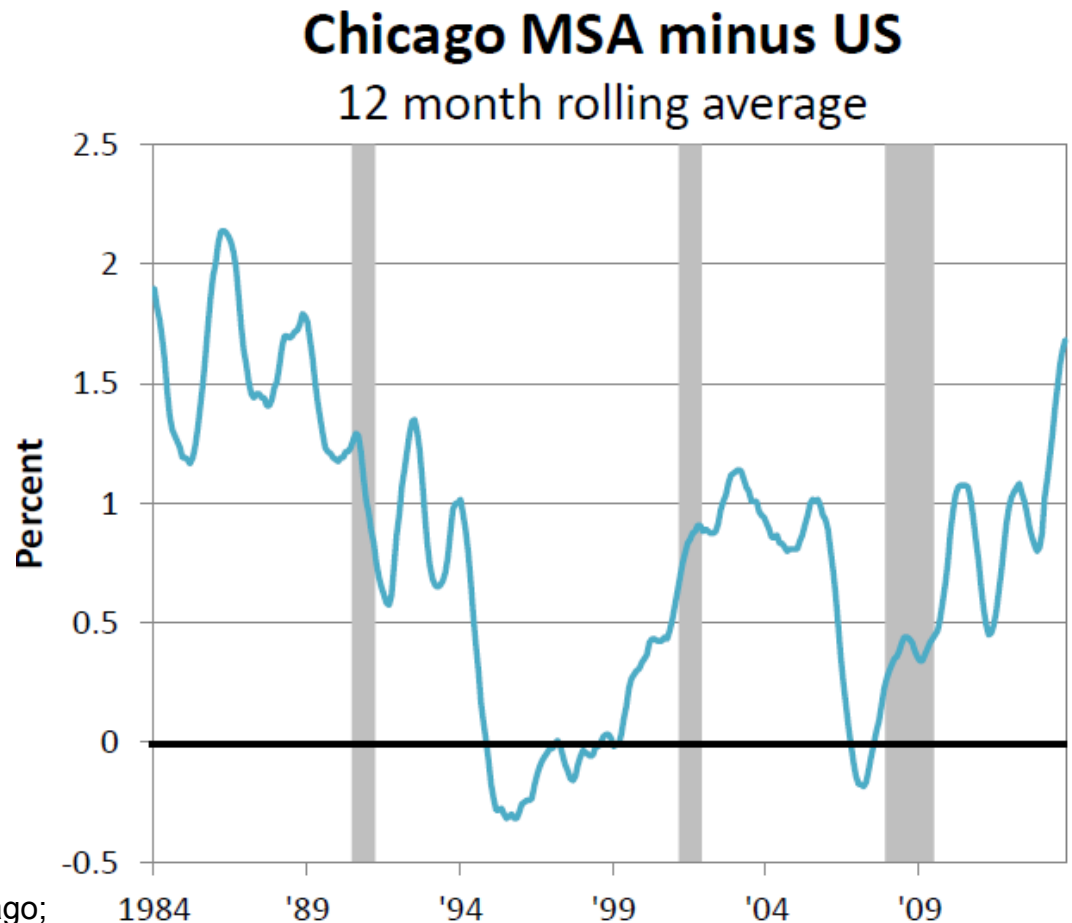
# Why Embark on this Plan?



SOURCE: Partnering for Prosperity

# Economic Performance: Unemployment Rate

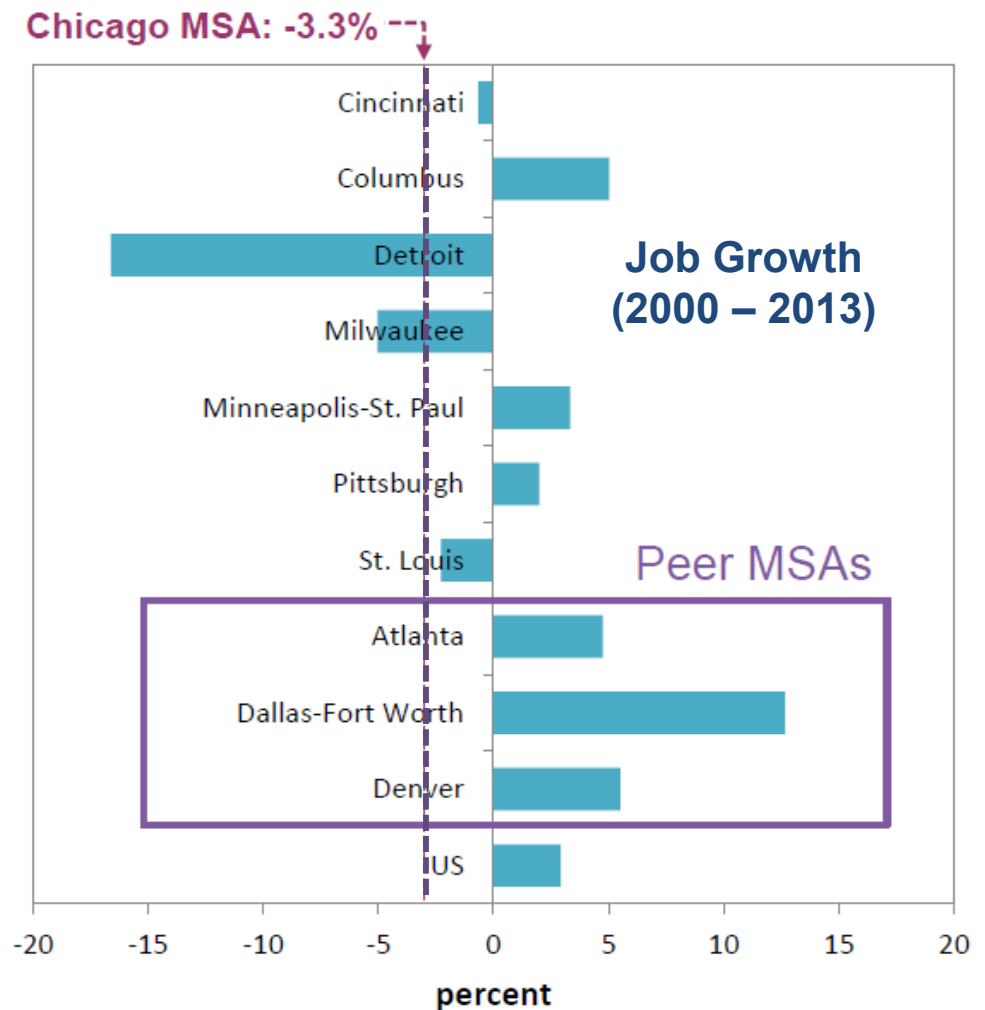
- The Chicago metropolitan area has lagged the U.S. since the late 1990s
- **And it is falling further behind during the current U.S. recovery**



SOURCE: Bill Testa, Federal Reserve Bank of Chicago;  
*Growing our Regional Economy*, December 12, 2013.

# Economic Performance: Job Growth

- The region's performance versus other Midwest MSAs is not great either...
- ...even while metro area growth has been slipping among peer MSAs in other regions

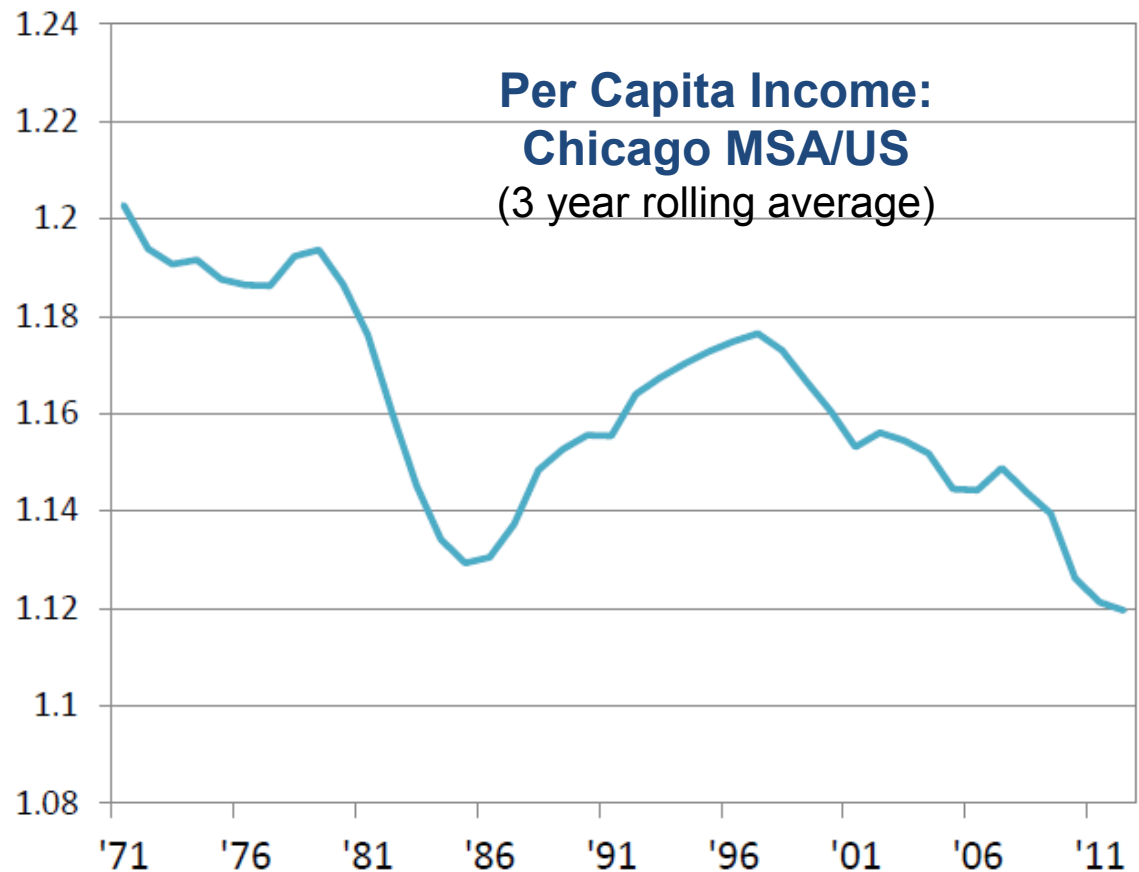


SOURCE: Bill Testa, Federal Reserve Bank of Chicago;  
*Growing our Regional Economy*, December 12, 2013.



# Economic Performance: Per Capita Income

- Per capita incomes have been sliding versus the nation
- Stimulates job and business growth
- Creates stronger communities
- Improves quality of life



SOURCE: Bill Testa, Federal Reserve Bank of Chicago;  
*Growing our Regional Economy*, December 12, 2013.

# Vision Statement

**Commerce**



**Collaboration**



**Communities**



**Capital**



# Goal: Economic Opportunity

- Invest in transportation improvements that support the economic vitality of the County by fostering local and regional competitiveness and sustained productivity.





# Goal: Accessibility and Reliability

- Increase the integration, connectivity and reliability of the transportation system by developing a comprehensive multimodal system that expands mobility options for all transportation users.



# Goal: Safety

- Provide a safer transportation system that balances the travel needs of all users, including the general public and area businesses and industries.



# Goal: Land Use

- Create a built environment that promotes healthy, sustainable communities through coordinated land use and transportation policies.



**Metra Station in Downtown Arlington Heights**  
*Source: Village of Arlington Heights*



**Village Green and Train Station**  
*Source: Village of Arlington Heights and Calder Latour*

# Goal: Environmental Stewardship

- Promote a sustainable future through a transportation system that protects, enhances and provides connections to natural, cultural, and historic resources.





# Goal: Implementation

- Advance a plan that preserves, maintains, and strategically operates existing transportation assets while investing in the expansion and diversification of critical transportation services and infrastructure.



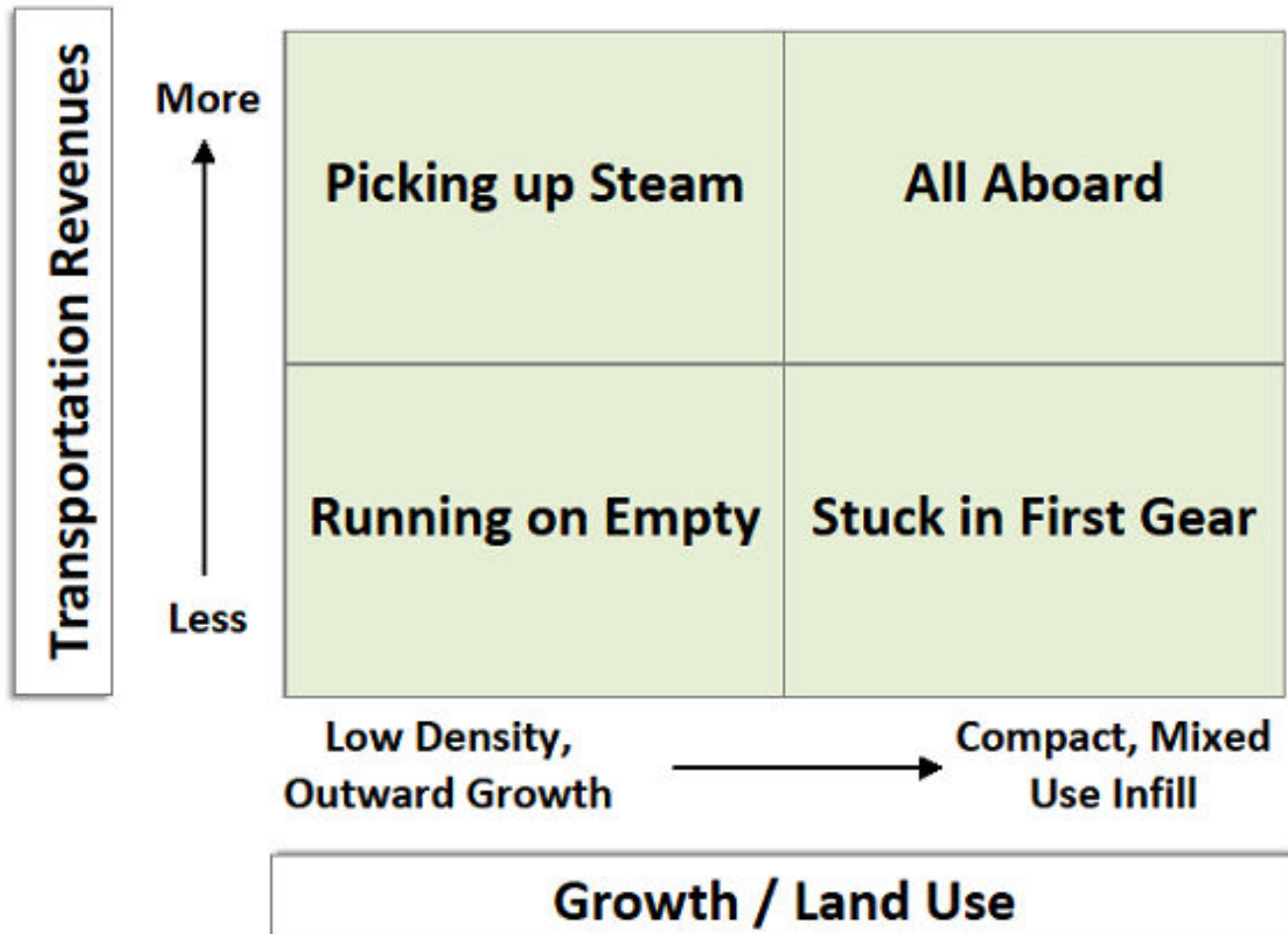
# Overview of Scenarios

	CAPITAL	COMMERCE	COMMUNITIES	COLLABORATION
RUNNING ON EMPTY	<p>MFT Diversions and 55/45 split continue</p> <p>Resources for transportation declines</p> <p>Transportation system deteriorates</p>	<p>Congestion worsens</p> <p>Region falls further behind its peers</p> <p>Fails to capture transportation, logistics &amp; manufacturing expansion</p> <p>Falls far short of job creation forecast</p>	<p>Low density growth bypasses Cook County</p> <p>Car ownership an economic hardship but viable alternatives don't exist</p> <p>Community livability declines</p> <p>Population grows much more slowly than expected</p>	<p>Local governments act unilaterally and in their own self interest</p> <p>Missed opportunities</p>
STUCK IN FIRST GEAR	<p>Cook County aggressively pursues USDOT, USEDA, IDOT and DCEO competitive infrastructure grants to incrementally improve transportation finances</p>	<p>Manufacturers choose to locate elsewhere</p> <p>Region loses market share in Transportation/Distribution/Logistics sector</p> <p>Jobs still concentrated in CBD and O'Hare but West Cook suffers losses; few jobs created in the Southland</p>	<p>Population grows at the same slow rate as jobs</p> <p>Increasing fuel prices spur more Transit and Cargo Oriented Development in communities with existing transportation facilities but financing development is difficult</p>	<p>Interjurisdictional cooperation increases with a focus on improved economic and community outcomes</p> <p>Limited County financial participation in regional and municipal projects</p>
PICKING UP STEAM	<p>Dedicating a greater share of existing revenue to transportation permits backlog of SOGR to be addressed:</p> <ul style="list-style-type: none"> <li>• MFT diversions stop</li> <li>• IDOT adopts performance based approach to resource allocation (No more 55/45 split)</li> </ul>	<p>Diverse transportation investments targeted to support businesses in historically underserved areas leads to job creation and business growth</p> <p>Infill Brownfield sites continue to be overlooked for redevelopment</p> <p>South/west Cook economy stabilizes</p>	<p>Poor link between land use, community development and transportation policy</p> <p>Positive return on investment is shortchanged because land use does not support the transportation system</p>	<p>Local and regional governments leverage each others' resources and expertise in pursuit of regionally significant improvements</p>
ALL ABOARD	<p>Significant new revenues for transportation enacted:</p> <ul style="list-style-type: none"> <li>• IL gas tax increased by 8¢/gallon and pegged to inflation</li> <li>• New public transportation revenue</li> <li>• Congestion pricing reduces driving and generates funds for transpo.</li> </ul>	<p>Transportation, Manufacturing and Logistics sectors thrive</p> <p>Job creation within walking distance of public transportation prevails</p> <p>Investments are better balanced between modes with emphasis on public and freight transportation</p>	<p>Concerted infill development strategy</p> <p>Strong support for expansions to public and freight transportation</p> <p>Improved employment leads to higher tax revenues for schools, parks, and facilities</p>	<p>Notable levels of interjurisdictional cooperation, model for other metropolitan regions</p> <p>Policy focuses on collectively getting more out of existing infrastructure</p> <p>L RTP's economic impacts &amp; need for new revenues broadly understood</p>

# Overview of Investment Scenarios



## L RTP Alternative Scenarios







## Running on Empty

- **Transportation:** Preservation of existing infrastructure and services
- **Funding/Spending:** No new funding – transportation spending is very low
- **Land Use/Development:** Weak infill /reuse policies, no link between transportation spending and policy environment
- **Implications:** Current funding struggles to maintain the existing assets, and growth occurs at the urban fringe
- **Economic Impacts:** Economic vitality in the County stagnates or declines, moving elsewhere in the region



## Stuck in First Gear

- **Transportation:** Small number of strategic projects targeted to economic development priorities
- **Funding/Spending:** Minor new revenue secured from existing sources
- **Land Use/Development:** Greater intergovernmental cooperation; more compact, mixed use, infill development
- **Implications:** Only enough new investment for highest priority areas
- **Economic Impacts:** County continues to lose market share in key industries



## Picking Up Steam

- **Transportation:** Some new multi-jurisdictional projects
- **Funding/Spending:** More revenue from existing sources is directed to transportation projects
- **Land Use/Development:** Poor link between land use and transportation policies
- **Implications:** New investment focuses on a more diverse transportation improvements that leverage governmental resources at all levels
- **Economic Impacts:** County's economy and communities improve but at a lower rate than expected



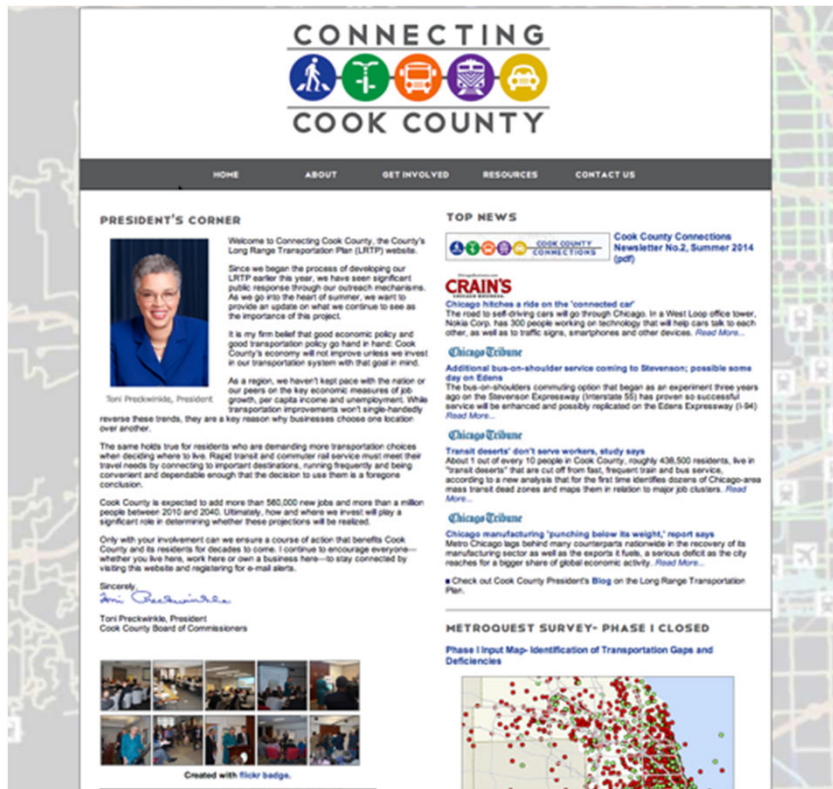
## All Aboard

- **Transportation:** Aggressive modernization and system expansion across all forms of transportation
- **Funding/Spending:** Significant new federal, state and local tax revenues are enacted
- **Land Use/Development:** Support for infill development and transit/cargo oriented development
- **Implications:** Freight and public transportation networks vastly improved
- **Economic Impacts:** County is competitive nationally and in the region



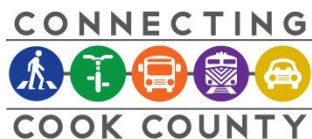
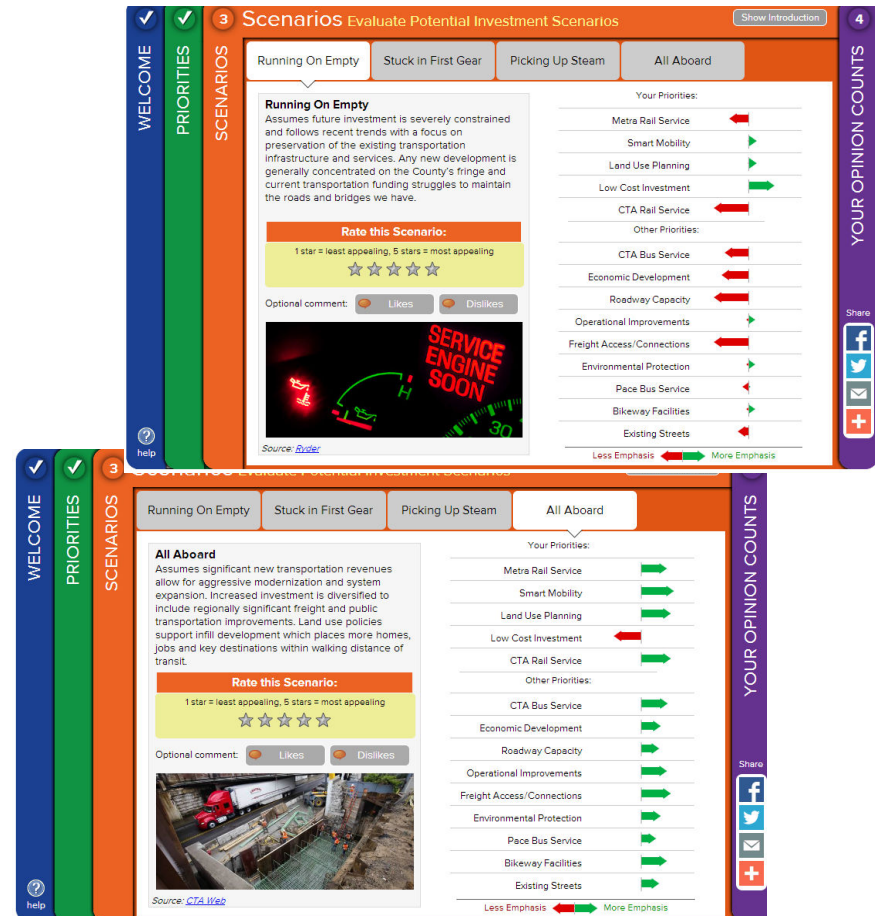
# Phase 2 Public / Stakeholder Outreach

## Website



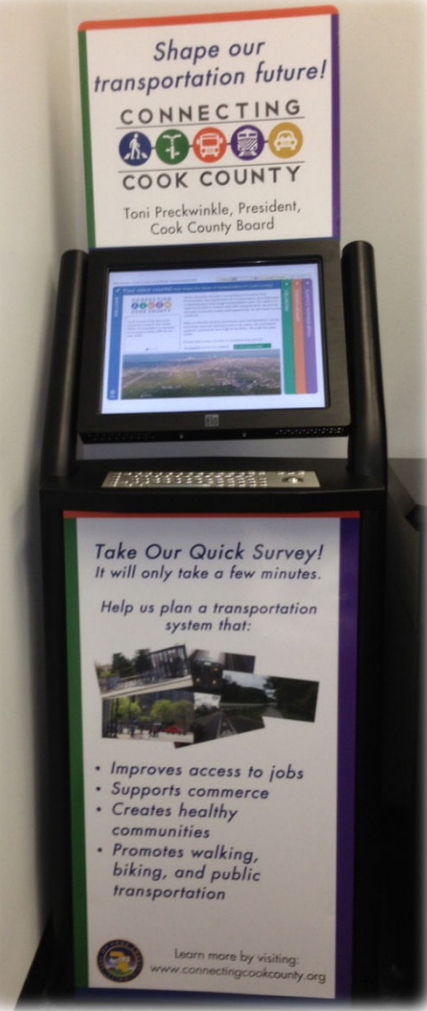
[www.connectingcookcounty.org](http://www.connectingcookcounty.org)

## MetroQuest



DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

# MetroQuest – Kiosk Locations



## Phase 2 – Month 3

- Chicago Public Library-West Chicago, 4856 W. Chicago, Chicago
- Harold Washington Library, 400 S. State, Chicago
- Wright College, 4300 N. Narragansett, Chicago
- Winnetka-Northfield Library, 768 Oak Street, Winnetka
- Stroger Hospital, 1969 W. Ogden, Chicago
- Lemont Public Library, 50 E. Wend Street, Lemont

# L RTP Open Houses

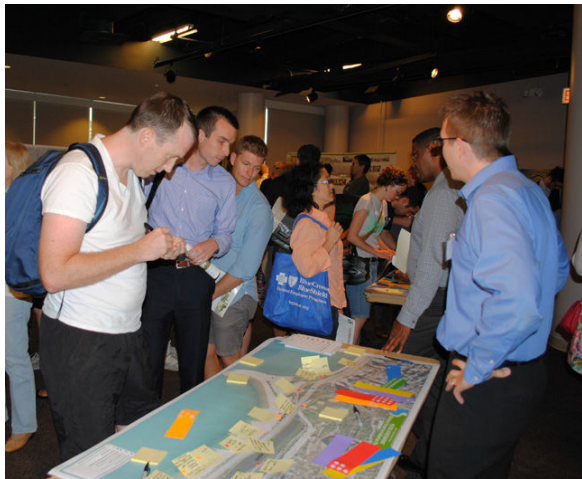


**Tuesday, Dec. 2 • 4-7pm**

Franklin Park Police Station – Community Room  
9451 W. Belmont  
Franklin Park, IL 60131

**Wednesday, Dec. 3 • 4-7pm**

Northbrook Village Hall – Board Room  
1225 Cedar Lane  
Northbrook, IL 60062



**Thursday, Dec. 4 • 4-7pm**

Chaddick Institute ( DePaul University)  
14 E. Jackson – Dublin Room, 16th floor  
Chicago, IL 60604

**Tuesday, Dec. 9 • 4-7pm**

Orland Park Civic Center  
14750 Ravinia Avenue  
Orland Park, IL 60462

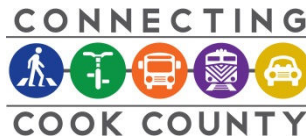
**María Choca Urban**

**LRTP Director**

**Department of Transportation and Highways**

**Email: [maria.chocaurban@cookcountyil.gov](mailto:maria.chocaurban@cookcountyil.gov)**

**Phone: 312-603-1652**



**Honorable Toni Preckwinkle, President  
Cook County Board of Commissioners**

**John Yonan, P.E., Superintendent  
Dept. of Transportation and Highways**